

*League of American Wheelmen, Indiana
Division*

Official = = =

L. A. W.

Road Book

... of **Indiana.**

Containing

Sectional Map

of Entire State.

... Issued by ...

= = **Indiana Division** = =

League of American Wheelmen,

F. S. Chance, Compiler, *an.*

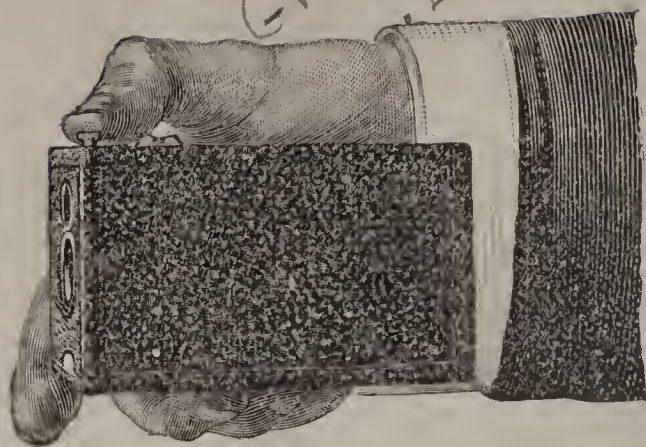
Copyrighted 1896.

Indianapolis

End.

MAY 3 1896

5346-B²¹



A BICYCLE OUTFIT

Is as incomplete without
a _____

Pocket Kodak

As it would be without
a Pump.

EASTMAN
KODAK
CO.



Rochester, N. Y.

PREFACE.



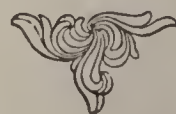
In issuing this, the first road book, of Indiana we have had constantly before us the urgency of getting out a reliable, up-to-date and complete road map of Indiana's famous graveled roads, and in time for the riding season of 1896. Work was commenced about the middle of December, 1895. The short length of time has made it impossible to get together sufficient data and information for a complete set of routes in different parts of the state. We shall take up this supplementary part of road book work, and expect to issue a route book by July 1st. It is hardly necessary to say that this route book will be sent free to each member of the Indiana Division.

All members of the Indiana Division will, we hope, take a personal interest in the work of mapping out routes. Each one of us, by lending what assistance we can in the way of information and suggestions, can make this Route Book a very complete pocket guide for riders desiring to take runs and tours of various distances. Among other things needed in connection with our Route Book, are all points of interest in Indiana. We have collected quite a varied and valuable lot of data concerning Indiana points of interest, but there can be much more added to it. When a rider starts out to follow one of the routes in our book, we want him to know the *names of the towns on that route, distances between towns, kind of road and best road to take, local consuls, league hotels, and any and all places, localities or particularly interesting features that a touring wheelman would or might care to see.* These "Indiana Points of Interest" include such places as summer resorts, mineral springs, caves, hunting and fishing resorts, prehistoric places of interest, also places of an historical interest, any curious natural formation, especially noteworthy stretches of beautiful scenery, waterfalls, industries, etc.

BOARD OF OFFICERS.



"If it's a
Hartford Tire
it's right."



Hartford Tires *are the* *Standard* *Single Tubes*

You can have no better guarantee of durable, reliable quality than the mark

**"MADE BY THE
HARTFORD RUBBER WORKS CO."**

Hartford Tires cost more than others, but they're worth more. You will be wise in asking for them.

**The Hartford Rubber Works Co.,
HARTFORD, CONN.**



COMPILER'S NOTE.

The map contained in this book represents months of laborious research and large expenditure of money. Cyclists, surveyors and League members throughout the state have aided in the work in a most commendable manner. Notwithstanding all of which the result will show imperfections that only years of compilations can eradicate. It being the intention of the publishers to issue corrected editions from time to time, it is hoped that Indiana wheelmen will soon have at their disposal a map that is entirely accurate and fully detailed. Corrections and friendly criticisms are solicited and will be gratefully appreciated.

The compiler is deeply indebted to the Chief Consul of this division for his kindly aid and to him is due all credit for the major portion of the information given in the work. The gentlemen whose names follow, we thank most heartily for the encouragement and assistance given:

Chas. B. Atkins, Knox; P. D. Baughn, Jr., F. McGammon, Vernon; M. H. Beever, Hillboro; Ralph R. Rohrer, Bloomington; Harry Curtis, Indianapolis; F. W. Cunningham, E. S. Crowder, Sullivan; W. H. Gemmer, M. C. Andrews, Williamsport; Cline Bros., A. McElwaine, Logansport; Geo. W. Fisher, Crown Point; W. E. Fulk, Decatur; A. T. Gee, Spearsville; C. G. H. Goss, Martinsville; Jno. L. Graham, Vevay; J. E. Hinshaw, Winchester; O. J. Hollowell, E. Hunt, Kokomo; Geo. W. Heller, C. W. Branstator, Ft. Wayne; D. W. Horton, Petersburg; E. B. Hunter, John P. Agen, Vincennes; W. J. Henry & Co., Valparaiso; Harry L. Hull, John F. Meighan, South Bend; W. G. Heberhart, Madison; Dyar C. Hazelrigg, Greensburg; Atwood L. Jenkins, Richmond; Chas. F. Kinney, W. L. Williamson, Angola; H. E. Kinsey, Warsaw; Will L. Krietenstein, Terre Haute; August H. Koerner, Geo. R. Wilson, Jasper; F. W. Lawrence, Brookville; L. H. Legler, Evansville; Henry Lahm, Columbia City; Lee L. Lewis, Fred B. Moore, Albion; C. E. Lacey, Crawfordsville; Nat M. Lacy, H. Bridges, Franklin; Geo. Minto, Cannelton; Henry McIntire, John B. McIntire, Mitchel; Silas J. Miller, D. Agnew, Rochester; Frank A. Miller, Barney Boer, Peru; J. F. O'Brien, Cloverdale; Robert A. Parret, Newport; Jeff C. Patterson, W. J. Cleary, Greenfield; W. E. Ross, Washington; Chas. H. Rhoads, C. W. Cochrane, Wabash; James L. Romalk, Tipton; Moses Rariden, Liberty; Allen Schreyer, C. Byler, Huntington; H. B. Steele, Pate; John Stapleton, Shoals; Geo. W. Shoales, Mt. Vernon; Urb Shoemaker, Lebanon; Frank A. Turner, Monticello; J. W. Trotter, Danville; John H. Trostel, Bluffton; J. Vene Dorland, LaPorte; J. G. Westcoos, Pate; Roy Williams, C. R. Williams, Connersville; E. O. Winter, Columbus; Herman Rave, Walter B. Hasson, Jeffersonville; W. Warnes, J. Warnes, Plymouth; Harvey E. Wynekoop, Crawfordsville; John H. Wilson, West Baden; Isaac Smith, Aurora.



THE
enley



HIGHEST GRADE.



HENLEY BICYCLE
WORKS,

RICHMOND,

-

INDIANA.



— THE —

LEAGUE OF AMERICAN WHEELMEN,

Organized at Newport, R. I., May 31, 1880.

Strange as it may seem to many, a number of the Indiana cyclists are somewhat in the dark regarding the objects of the League of American Wheelmen. The initials, "L. A. W." have no meaning to them. The main "planks" in the "platform" of the League are to promote the general interests of cycling, to ascertain, defend and protect the rights of wheelmen; to facilitate touring; to secure improvement in the public roads and highways and to promote and regulate cycle racing on the track. In the following we have endeavored to acquaint all with the advantages that are freely given to members of our organization in general and the Indiana division in particular.

RIGHTS AND PRIVILEGES OF L. A. W. MEMBERS.

Upon joining the League you become a part of an organization numbering at present about 50,000 of the representative men and women of this country, a body which has been constantly on the alert for the past sixteen years to watch over and protect the rights of its individual members. Through the efforts of the League your wheel is now recognized everywhere in the eye of the law as a carriage. This is the result of many a hard-fought legal battle for wheelmen backed up by the power, influence and monetary interests of the L. A. W. The League has made it possible for you to ride upon any public thoroughfare in the United States with the full knowledge that you have a right to your half of the road.

GOOD ROADS.

From its infancy the L. A. W. has been at the front in the Good Roads movement. By means of this body legislative action has been secured in many states relative to the improvement of the public highways, the people have been educated up to the point where they now see the absolute necessity for good roads, roads that will not be a drag upon our civilization and progress. The League has expended over \$120,000 in this portion of the work, and has printed and circulated something over two millions of pamphlets and magazines pertaining to the bettering of our highways.

"Those people have the truest zest
Whose public highways are the best."

LOCAL CONSULS.

In as many towns and cities as is possible Local Consuls are appointed to look after the Division's interests at such points. The

The Most

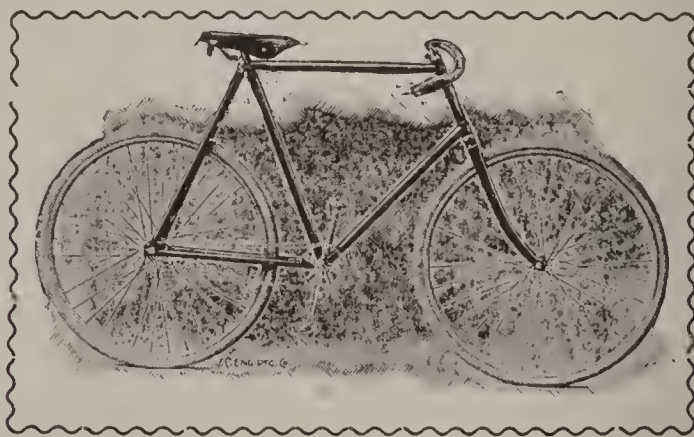
• Popular •

Wheel

IN INDIANA.



"The Cherry Finish Winner."



Marion

Cycle

Co......Manufacturers,



Marion, Ind.



selection of a Local Consul is a matter of great importance and none are chosen who do not thoroughly fulfil the requirements of their positions. Through our Local Consuls *members* are able to obtain careful and detailed information regarding any particular route or routes they may wish to take. They will be able to inform members fully concerning any specially interesting features in their towns or localities, can give the names and addresses of other L. A. W. members in their districts, point out the League hotel and a hundred and one other little items of information that are gladly given through the magic influence of an L. A. W. ticket.

LEAGUE HOTELS.

Here is where a direct saving comes to members. We make contracts with the principal hotels in the leading towns and cities in state whereby all L. A. W. members will be given a reduced rate upon presentation of an L. A. W. ticket. If, as in some cases, it is not thought best to insist on the special rate, then particular stress is placed upon the accommodations given to members. Week by week we are enlarging the number of these hotels. In all cases the L. A. W. membership ticket must be shown to secure these privileges.

FREE ROAD BOOKS.

In all the prominent state divisions Road Books have been compiled and published for the benefit of members of such divisions, and incidentally to touring members of other divisions. The Official L. A. W. Road Book of Indiana is sent FREE.

"THE L. A. W. BULLETIN AND GOOD ROADS."

One of the leading wheel papers of the country. A bright, interesting and handsomely gotten up illustrated weekly, with thirty-five pages of good solid worth. Up to date in every particular; always new and always original. Publishes the latest cycling news, is the *Official* organ of the League, contains all official matter such as names and addresses of the national body and the various state divisions, (forty), all reports, notices and communications from divisions and national officers, official racing news regarding all records, sanctions, transfers, suspensions and reinstatements. Conducts a special department for Good Roads, also one for queries of general interest to all members, answers to which are given by the most competent men obtainable. Ladies' department edited by Ida Trafford Bell. This paper is sent *free* each week to members.

GENERAL INFORMATION.

Members of this Division are privileged to call for the names and addresses of other members in any part of the state and in this way be in a position to write them for any information and helps not mentioned herein.

ALBERT SCHIFFLING & SON,

48 Virginia Avenue,

INDIANAPOLIS, - INDIANA.



CONSTRUCTORS OF

SPECIALLY
DESIGNED

BICYCLES

IDEAS PERFECTED.

BROKEN OR LOST PARTS IN ANY ENGLISH
OR AMERICAN WHEEL ACCURATELY
DUPLICATED.



MANUFACTURERS OF

**Fine and Light Machinery, Experimental
Work, Specialties, Models,
Patterns, Dies.**

Safe Experts

35 YEARS

EXTENSIVE EXPERIENCE.

Safes Opened, Intricate Mechanisms
and Combinations Changed.

Locks Repaired.

ALL WORK RELIABLE.



RACING. (TRACK.)

This is controlled absolutely by the League. No race meet can be held anywhere in the United States unless it be under a sanction granted by the League. All records (on the track) must be passed upon by the League's Racing Board before such records are recognized as "official." It is through the instrumentality of the L. A. W. that cycle racing has been kept the clean sport that it is. In this connection it is not out of place to state that the L. A. W. is the largest athletic organization in the world.

MEMBERSHIP TICKET. .

This is an "open sesame" to all League advantages. Upon becoming a member of the L. A. W. you are presented with a neatly engraved ticket giving your name, address and L. A. W. number. This serves the purpose of an identification card and will introduce you to other members, Local Consuls at League hotels and at any race meet, gathering or entertainment of any sort that may be given by the League or any division.

SUMMARY.

Each individual member of the L. A. W., whether an officer or no, is working hard for a membership of 200,000 before the season of '96 closes. From indications all over the country it looks as though our aim in this direction would be attained. Stop a moment and think, will you, what an organization of that size can accomplish in the way of directing legislation relative to the improvement of highways and to the curtailing or abolishment of useless restrictions imposed upon users of the wheel. What a scope we will have for the still further advancement of the most healthful, delightful, economical and widespread method of travel yet devised. You are anxious to keep abreast with the times, you wish to be going forward, do you not? We are in a position to give you every needed assistance, will you take advantage of the opportunity? The growth of the League is beginning to be as phenomenal as that of the sport it fosters. The thought that now arises in the minds of non-League members is "Why have I put off joining the L. A. W.?" No matter along what line or lines your interests may lie the L. A. W. thoroughly covers the ground. An L. A. W. membership has become a necessity to a wheelman. You cannot afford to wait longer. *Join now.*

L. A. W. Constitutional Clippings.

ELIGIBILITY.

Any amateur white wheelman of good character, eighteen years of age or over, shall with the endorsement of two League members, or three other reputable citizens, be eligible to membership in this League, upon payment of the initiation fee and dues as provided in the Constitution.



COST.

Initiation fee, \$1 00
 Annual dues, 1 00 (including subscription to L. A. W. Bulletin,)
 \$2 00.

MEMBERSHIP.

All memberships shall expire one year from the date on which the application is published in the official organ.

RENEWALS.

A membership may be renewed within sixty days after its expiration by paying the Annual dues (\$1 00). After the sixty day limit has expired a fine of fifteen cents per month is charged, in addition to the Annual dues, for renewing membership. Members who may be in arrears seven months to twelve months, will have to pay a fine of \$1.00, as this is the limit placed on fines. Such renewals would cost \$1.00 for the fine and \$1.00 for the annual dues.

Subscriptions to L. A. W. expire when L. A. W. Membership expires. See date on your ticket.

DISTRIBUTION.

	League.	Division.	L. A. Bulletin	Total.
Annual dues	.40	.35	.25	\$1.00
Initiation fee	—	\$1.00	—	1.00

AMATEUR RULE.

An amateur is one who has never competed for a cash prize or for gate money, or who has not knowingly competed with or against a professional for a prize of any description, or where gate money was charged; or who has not trained or coached a professional, or who, after having forfeited his amateur status, has had the same restored by a unanimous vote of the national assembly, L. A. W.

LEAGUE CLUB.

Any wheeling club that shall have in its By-Laws a provision requiring every active member to be a member of the League of American Wheelman, and that shall file annually with the Secretary of the L. A. W. a certificate thereof together with a correct list of club members, certified to by the President and Secretary of the Club, accompanied by a fee of \$2.00, shall become a League Club, and entitled to all the privileges accorded League Clubs under the Constitution.

NOTE:—The Indiana Division has a By-Law where a club may become a League Club providing seventy-five per cent. of its members are also League members.

NATIONAL ASSEMBLY.

Consisting of all National Officers. Begins second Wednesday in February of each year and lasts about four days.

ANNUAL MEET.

Time and place are determined upon by the National Assembly or by the Executive Committee.



SANCTION FEES.

Twenty-five dollars each for National Circuit race meets; five dollars each for open race meets; two dollars for each additional day; two dollars each for atheletic meets scheduling two events. Any school or club holding a race meet must be granted a sanction for same, but no sanction fee will be charged if entries are limited to the members of such school or club.

NATIONAL RACING BOARD

Is self-sustaining through revenue derived from sanctions as given above.

SUNDAY RACE MEETS.

The L. A. W. will not grant a sanction for a race meet to be held on Sunday. Riders participating at meets that have not been sanctioned by the League, lay themselves liable to suspension from all track privileges.

L. A. W. Road Books.

STATES NOT MENTIONED HAVE NOT ISSUED ROAD BOOKS.

Division.	When Issued.	Resident Members.	Outside Members.	Non-Members
Arkansas	Soon.	Free.	\$1.00.	\$1.50.
Colorado	1895.	"	—	L. A. W. Members only
Connecticut	Soon	"	1.00.	\$2.00 (publisher)
District of Col.	Soon.	50c.	1.00.	L. A. W. Members only
Illinois	1892.	<i>(edition exhausted.)</i>		
Indiana.	1896.	Free.	.75.	.75.
Iowa.	Soon.	"	1.00.	1.50.
Kansas.	Soon.	"	Prices not determined.	
Kentucky.	"	"	1.00.	1.00.
Maryland.	"	"	Prices not determined.	
Massachusetts.	1894.	"	1.00.	2.00.
Missouri.	1895	"	1.00.	2 00.
Nebraska.	Soon.	"	Prices not determined.	
New Jersey.	Soon.	"	1.00.	1.50.
New York.	1895.	50c.	1 00.	2.00.
North California.	1895.	free	2.00	L. A. W. Members only
Ohio.	Soon	"	1.00.	2.00.
Pennsylvania.	1894.	"	1.00.	1.50.
Rhode Island.	1894.	"	1.00.	—
South California.	Sept 1,'96	"	—	—
Vermont.	1895.	"	1.00.	1.00.
Wisconsin.	Soon.	as pre'm.	1.50.	L. A. W. Members only

L. A. W. Bicycle Insurance.

Many members of the League have asked whether or not this organization could adopt some practical means of systematically recovering stolen wheels. I would say that I have been for some time negotiating with a responsible concern, with a view to giving this protection to L. A. W. members at a greatly reduced rate, the result of which is an entirely satisfactory arrangement, which will enable League members to feel that their wheels are protected against theft for the low price of \$1.00 per year



For obvious reasons the L. A. W. could not enter into any business of this sort, but we have made an arrangement with the American Wheelmen's Protective Association, whose address is Marquette Bldg., Chicago, Ill. to give their guarantee policy to L. A. W. members at one half their regular rates, the *regular* fee being \$2.00 per year. The consideration given for this reduction is the official endorsement of the L. A. W., and the advertising incident to it. I have investigated the financial standing of this concern very carefully, and find that they are perfectly responsible, and will carry out any contract which they make. Their method of doing business they will be glad to explain on application.

12 Pearl Street.

STERLING ELLIOTT, Pres. L. A. W.,
Boston, Mass.

L. A. W. Signals.

The League has a code of signals and a stencil outfit which supplies everything needful to post them.

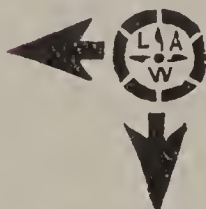
The authorized signals are these:



No. 1 is the "O. K.", or direction sign. It means: Bicyclers, go this way, the best road. At the top of a hill it means: may be safely coasted.



No. 2 is the Cautionary signal. It means: ride with care; at top of a hill descend carefully, dangerous coasting. (The arrow points in the direction of the danger.)



No. 3 is the Danger signal. It means: better dismount, unsafe riding—no coasting. (The horizontal arrow points in the direction of the danger.)



No. 7 is the League hotel sign, and may be put at the entrance of the hotel, restaurant or place of refreshment favoring bicyclers.

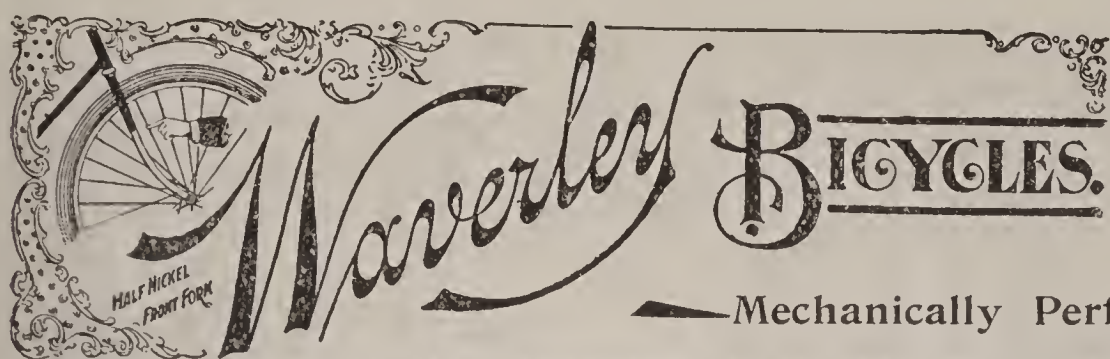


No. 8 is the club room or rendezvous sign, come in.

There are many combinations, but experience shows that wheelmen would not learn the code nor regard the signals. The Secretary has a number of the outfits on hand which he will supply to division officials to be used under their direction.

LAW OF THE ROAD IN BRIEF.

The bicycle is a carriage, and the wheelman may go upon the public highways at all times possessed of the same rights and liable only to the same restrictions to which the drivers of other carriages are subject. He must keep his wheel in safe, roadworthy condition, keep to the right of the center of the highway when meeting 'other



vehicles, give way when necessary to drivers passing in the same direction who may desire to pass him, exercise proper care to prevent collision with other carriages and with travelers on foot, and in general the degree of care which he is required to exercise is such as a person of ordinary care and prudence would exercise in the particular case in which the question arises. The law favors courtesy, though it does not demand it, and in the face of the existing prejudice against bicycles the exercising of deference, compatible with dignity under trying circumstances, will, in case of a trial at law, go far toward winning the favor of court and jury, and exemplify the soundness of the maxim,

"Thrice is he armed that hath his quarrel just."

ABOUT LIABILITIES.

1. "Municipal corporations or cities are liable to a bicyclist for injuries incurred by reasons of defective roads (i. e.) unguarded embankment, a deep rut, a large stone) provided he is not guilty of contributory negligence. A bicyclist injured while riding on Sunday for pleasure or business can not recover in States where 'Sunday laws' are in force."

2. "A wheelman has a right of action against the driver or owner of a vehicle who wilfully or negligently causes a collision or damages his wheel while left standing by the street curb or roadside. It is the duty of a wheelman, however, to avert collision, if possible, and he can not recover damages if his own negligence is in the proximate cause of the injury complained of."

3. "A traveler riding on the left-hand side of the road probably assumes all risks, and is prima facie guilty of negligence."

4. "Vehicles going in the same direction, the hindermost may pass on either side."

5. "Sidewalks are exclusively for foot passengers, but a foot passenger, has a right to walk in the highway, and is entitled to cross the street where he may elect, but is guilty of negligence if he attempts to cross ahead of a vehicle. And the fact that a vehicle is on the wrong side of the road is no evidence of negligence in an action for injury to a pedestrian."

6. "A bicyclist employing an immoderate rate of speed on a highway or street may be liable civilly or criminally in case of accident. If he recklessly runs his wheel against a pedestrian, he is liable for assault and battery. Recklessness will sometimes supply the place of criminal intent, and if a bicyclist kills a human being while going at a dangerous speed he may be convicted of manslaughter."

"The term 'immoderate rate of speed' can not be accurately defined. It depends upon time, place and circumstances."

Bicycle Baggage Bills.

One point on which the L. A. W. is greatly interested in at present is that of procuring the passage of that which is known as "Bicycle baggage bills" in the various states. The stand taken of late by many railroad companies that a bicycle can not be classed as "baggage" will eventually be found to be poor policy. It is difficult to recognise the equity of charging for carrying a bicycle that weighs less than 25 pounds and yet lugging a hundred and fifty pound trunk from the baggage room to the car and from car to baggage room at



the destination point free of charge. Provision can easily and cheaply be made for the proper care of the wheels in transit by putting hooks in the roof of the baggage cars so that the baggage-men can suspend the wheels overhead out of the way and in a safe place. The fact of the matter is the railroads have been continually at work endeavoring to cut down on the baggage question. In nearly all contested cases they have been unsuccessful. The court rules that the term "baggage" is a broad one, and that whatever a passenger may take upon his journey, whether it be for personal use or convenience, according to the wants of the particular class to which he may belong, and either with reference to the immediate needs of his trip or a part of the ultimate ends of the journey, is baggage. In all court decisions in this country this principle has been followed. Wheelmen will generally be found to arrange runs to return by way of such roads as carry wheels free. In every case, were it not for the wheel the railroad would not get the fare. Railroad companies should remember that the wheel is a most potent factor towards bringing good roads, and these same good roads are the railroads best feeders.

IF YOU WANT INFORMATION ABOUT

Work, aims, or purposes of Indiana Division write the Chief Consul. Time of renewals, recruiting literature, copies Constitution and By-laws, applications, changes or corrections in your address, address of some member, write Secretary-Treasurer.

Protection afforded members, rights of wheelmen, legislation as pertaining to cycling, assistance in litigation, write Chairman of Indiana Division Rights and Privileges Committee.

Public highways, methods of construction, repair, cost of maintenance, statistics, road improvement literature, write Chairman of Indiana Division Highway Improvement Committee.

National racing matters, sanctions, suspensions, reinstatements, records, write Chairman National Racing Board, 17 N. 7th Street, Philadelphia, Pa.

Indiana Division meet, championships or local racing news, racing rules, write Chairman Indiana Division Racing Board.

Handicaps of Indiana racing men, their records and classifications write the State Handicapper.

Any special tour either to Division or National meet, or tours gotten up by the division, write Chairman Indiana Division Touring Committee.

Special rates to any League meet or gathering, roads carrying wheels free, write Chairman Indiana Division Transportation Committee.

Any points in the Constitution and By-laws, write Chairman Indiana Division Rules and Regulations Committee.

Any matter or matters pertaining to cycling in general, write "Inquiry Department" L. A. W. Bulletin, 12 Pearl Street, Boston.

Foreign cycling, best countries to visit, expenses of foreign trip, custom house rules, write the L. A. W. Foreign Marshall, Mr. Jos. Pennell, care J. S. Morgan & Co, 22 Old Broad Street, London, E. C.

Local information in this state, address Local Consul at that town. Information from other Divisions, address Chief Consul of such

Division enclosing stamped and self-addressed envelope for reply.



THE LEAGUE OF AMERICAN WHEELMEN.

LEAGUE HEADQUARTERS,

No. 12 Pearl Street, Boston, Mass.

Officers for 1896 and 1897.

President, STERLING ELLIOTT, 12 Pearl St., Boston, Mass.
1st Vice-President, CHARLES F. COSSUM, Poughkeepsie, N. Y.
2d Vice-President, A. CRESSY MORRISON, Milwaukee Club, Milwaukee, Wis.
Treasurer, E. S. HARTWELL, 247 West 12th Ave., Denver, Col.
Secretary, ABBOT BASSETT, 12 Pearl St., Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

Membership Committee.

PARKER G. REED, Chillicothe, Ohio. W. A. HOWELL, Rockville, Conn.
CHAS. CULMORE, 2118 German St., Houston, Tex.

Rights and Privileges.

GEO. L. COOKE, Box 1101, Providence, R. I.
HERBERT W. KNIGHT, Newark, N. J.
CONWAY W. SAMS, 206 Courtland St., Baltimore, Md.

Rules and Regulations.

W. C. F. REICHENBACH, Topeka, Kan.
E. KOSTOMLATSKY, Oskaloosa, Ia.
C. C. MONAGHAN, Santa Ana, Cal.

Highway Improvement.

ISAAC B. POTTER, Potter Building, New York City.
OTTO DORNER, Milwaukee, Wis.
A. B. CHOATE, 430 Temple Ct., Minneapolis, Minn.
W. A. CONNELLY, Danville, Ill.
PERCY H. RICHARDSON, 31½ Exchange St., Portland, Me.
WALLACE SHERWOOD, 27½ S. Delaware St., Indianapolis, Ind.
G. RICHMOND PARSONS, Providence, R. I.

Transportation.

GEO. R. BIDWELL, Hotel Endicott, New York City.
H. C. NICKERSON, 201 Washington St., Boston, Mass.
BURLEY B. AYERS, Old Colony Building, Chicago, Ill.
A. R. EDMISTON, 1233 O St., Lincoln, Neb.

Racing Board.

GEO. D. GIDEON, 17 N. 7th St., Philadelphia, Penn.
H. W. ROBINSON, 89 State St., Boston, Mass.
A. G. BATCHELDER, American Tract Society Building, New York City.
E. H. CRONINGER, 153 West St., Cincinnati, Ohio.
FRED. GERLACH, Montauk Building, Chicago, Ill.
D. W. ROBERT, 2922 Washington Ave., St. Louis, Mo.
R. M. WELCH, 532 California St., San Francisco, Cal.

INDIANA DIVISION

LEAGUE OF AMERICAN WHEELMEN,

BOARD OF OFFICERS,

1896.

OFFICERS.

MARO R. THOMPSON, Chief Consul, 944 N. Alabama St., Indianapolis.

W. L. KRIETENSTEIN, Vice-Consul.

Corner Fourth and Ohio Sts., Terre Haute.

CHAS. G. MUELLER, Secretary-Treasurer,
667 Virginia Avenue, Indianapolis.

DR. W. W. MUNGEN, Representative.
2 East Columbia St., Ft. Wayne, Ind.

COMMITTEES.

EXECUTIVE AND FINANCE.

MARO R. THOMPSON, Indianapolis.

W. L. KRIETENSTEIN, Terre Haute. FRED PATEE, Indianapolis.

RIGHTS AND PRIVILEGES.

CHAS. MOORES, (Camber, Pickens & Moores,) Indianapolis.

GEO. L. BARNEY, Indianapolis. FRANK L. LITTLETON, Indianapolis.

J. FRED PROBST, Terre Haute. ALBERT C. ALTER, Ft. Wayne.

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WALLACE SHERWOOD, 27½ South Delaware St., Indianapolis.

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DR. J. W. McAUSLAND, Ft. Wayne.

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CLARK C. TUTTLE, 70 N. Pennsylvania St., Indianapolis.

HERMAN RAVE, Jeffersonville. WALTER B. HASSAN, Jeffersonville.

W. SILAS LYNN, Terre Haute. A. B. IRWIN, Rushville.

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EDW. S. GAYLORD, Indianapolis. C. K. RIEMAN, Ft. Wayne.

PROF. V. H. NULLE, Anderson. Prof. W. W. SPANGLER, Auburn Jet.

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WALLACE SHERWOOD, Chief, 27½ S. Delaware St., Indianapolis.

COMPILER.

F. S. CHANCE, 107 E. Washington St., Indianapolis.

STATE HANDICAPPER.

W. G. HUNTER, 409 N. Delaware St., Indianapolis.



Indiana Route Book.

Work has already begun on a Route or Tour Book of this state. We hope to have this out not later than the middle of June. Fifty or more of the most popular routes in the state will be given so that a member will have at hand the details of each route. This book can be used supplementary to the Road Book, and will enable the rider to know beforehand not only the distances, kind of roads, League hotels, Local Consuls &c., but will contain a minute description of all points of interest to tourists. A more complete outline of this book will appear later in the official columns of the L. A. W. Bulletin. This Route Book will be sent free to all members.



MARO R. THOMPSON, CHIEF CONSUL.

Notice.

The names of all League Hotels and League Repairers are published in the official columns of the L. A. W. Bulletin together with the towns they are located in. In addition to this, about every six weeks, we will send to each member in the Indiana Division a complete and revised list showing all local consuls, league hotels and repair shops in the State up to that date. Local Consuls and members must do all in their power to turn as much patronage as possible to such hotels and repairers. We make it a rule to appoint the best in each town. Members should report promptly to the Chief Consul any violation of the agreement on the part of an official hotel or repairer giving full details of the breach of contract, such as name, date, etc. For rates for single meals ask proprietor to show his L. A. W. card of rates.



League Hotels and Local Consuls.

TOWN.	LOCAL CONSUL.	HOTEL.	L. A. W. RATE.
Albion,	B. F. Leiser,	Williams	\$1.00
Anderson,	Prof. V. H. Nulle,	Griffith,	1.50
Angola,	Chas. F. Kinney,	Hendry,	
Avilla	.....	St. James	1.00
Bloomington,	.....	National,	1.50
Brazil,	E. C. Pierce,	Hysung,	1.50
Brookville,	.....	Valley House,	1.40
Columbus,	E. O. Winterowd,	.....
Clinton,	H. M. Mills,	.....
Crawfordsville,	Chas. E. Lacey,	Ramsey,	1.50
Delphi,	.....	Iona,	
Elkhart,	{ Clyde Nolan.	Bucklen,	1.50
	{ W. D. Bishop,		
Edinburg,	Jno. R. Mutz,	Commercial,	1.00
Evansville,	.....	St. George,	
Franklin,	Nat M. Lacy,	Merchants,	
Ft. Wayne,	H. R. Pickard,	Randall,	2.00
Greenfield,	.....	Guymon,	1.50
Greensburg,	Cal. P. Corbett,	DeArmond,	1.50
Huntingburg,	E. E. Katterhenry,	.....
Huntington,	James B. John,	Osborne,	
	{ Geo. N. Catterson,		
	{ Frank W. Erdelmeyer,		
	{ Frank H. Goheen,		
Indianapolis,	{ Geo. H. Keep,	Denison,	2.75
	{ Robert L. Moorehead,		
	{ W. B. Hasson,		
	{ Clark C. Tuttle,		
Jeffersonville,	.....	Staus,	1.25
Kendalville,	.....	Kelly	1.50
LaFayette,	.....	Bramble,	1.00
Ligonier,	Fred E. Weir,	Goldsmith,	1.50
Lebanon,	.....	Perkins,	1.50
Logansport,	.....	Barnett,	1.75
Madison,	H. M. Goold,	.....
Marion,	Wm. E. Halladay,	.....
New Albany,	C. A. Shaney.	Maxedon,	1.50
Pendleton,	.....	Commercial,	1.20
Peru,	H. H. Young,	Bearss.	1.50
Rochester,	Geo. V. Dawson,	Arlington,	
Rome City,	.....	Sylvan Lake,	1.00
Richmond,	Geo. C. Detch,	Arlington,	1.50
Sheridan,	.....	Central,	1.00
Sullivan,	Harry McKee,	McCammon House,	1.50
Summitsville,	Jno. W. Robertson,	.....
Terre Haute,	Chas. M. Miller,	New Filbeck	2.00
Vincennes,	E. B. Hunter,	Grand,	1.50
Valparaiso,	S. M. McCallum,	.....
Wabash,	Wm. J. Sommers.	Tremont,	1.00
Washington,	Louis Imandt.	Hyatt House,	1.00
Muncie,	Chas. B. Kirk,	Kirly House,	1.50



L. A. W. Repair Shops.

Greensburg,	E. F. Corbett,	25% discount.	
New Albany,	Ruby & Jackson,	—	"
Richmond,	Geo. C. Detch,	—	
Franklin,	Bridges & Lacy,	—	
Elkhart,	Acme Cycle Co.	20	"
Lebanon,	D. S. Whitaker & Co.,	—	
Edinburg,	Thompson, Barry & Co.	33 $\frac{1}{3}$	"
Indianapolis,	Albert Schiffing & Son,	{ 30	" under \$3.00
Terre Haute,	Rossell & Day,	33 $\frac{1}{3}$	" over \$3.00
Peru,	Peru Cycle Exchange	25	"
	Peru Bicycle Arcade	25	"
Rochester,	Ross Machine Works	15	"
Ligonier,	W. W. Stage	—	
Anderson,	Jno. P. Carpenter	20	"
Ft. Wayne	McClellan & Pressler	20	"
Washington,	A. C. Gibson,	20	"
Wabash,	Bennet Grover & Co.,	35	"
Vincennes,	E. B. Hunter,	20	"
Clinton,	Jno. Stotts,	—	
Sullivan,	M. H. Farley	{ 10	on sundries
		{ 25	on repairs
Jeffersonville,	Chas. C. Piel,	20	

NOTE:—These are CASH discounts and made with the following understanding: no discount on work amounting to less than 75c, the L. A. W. membership ticket must in all cases be presented and BY THE OWNER OF THE WHEEL, discounts are for repairs and not sundries.

Touring.

PREPARATORY ROAD WORK.

Riders planning to take a tour should fit themselves for it physically in advance. If muscles are soft and untrained, wind poor, the first day's ride will take practically all the reserve force out of one. The following points ought to be observed by riders getting in shape for a tour or as preliminary work to road racing:

Be careful as to diet, retire early, and abstain from smoking and alcoholic drinks. Smoking depresses the heart and shortens the wind, while drinking strains the blood.

Men should commence training on the road at least a month before their first race. Ride from eight to ten miles daily on the road. Wear a sweater to work off the adipose tissue. The last three or four miles should be ridden at a smart pace, but don't spurt. Go at once to the dressing room which should be warm. Here the perspiration will increase. The man should immediately be rubbed with soft towels until thoroughly dry, when a further rubbing with some alcoholic preparation will prevent stiffness. Use lots of hand rubbing, as rubbing with the bare hands by a strong healthy person is one of the most valuable adjuncts to good training. By it the muscles are made free and pliable, and the skin is kept in a smooth, healthy condition. After a hard race there is nothing so refreshing as to be worked with the bare hands. No amount of rubbing with any kind of towels seems to have the same effect. The effect is felt at once, and there is no reaction as is the case with stimulants.



This preliminary road riding, like everything connected with training, must be done in a regular and systematic manner. Regularity in work is a most important element of successful training. The morning exercise should be taken from one-and-one-half to two hours after breakfast. None before.

Continue road work for about three weeks until the muscles are working all right and the feeling of stiffness which always comes has entirely gone.

In riding do not wear tight belts or shoes. The muscles of the legs and feet are the most commonly affected with cramp, especially after great exertion. The best treatment is to immediately stand, and rub the part well with the hand.



CHAS. G. MUELLER, SECRETARY-TREASURER.

To ride immediately or soon after a hearty meal, whether it be breakfast, dinner or supper, is worse than useless. A feeling of dullness is sure to ensue, and the best efforts cannot be put forth under such conditions. If exercise can be taken in the afternoon, it should be about two hours after the mid-day meal and a good rest. Then do the same amount of work as in the morning, being properly rubbed as before.

Men who are obliged to attend to business all day, and every day, cannot of course follow the above directions; but some might get away an hour before dinner and take half an hour's ride, so arranging that they may return without feeling tired, and have at least ten minutes after being rubbed down before eating. Do also eight or ten miles every evening on the same lines.

Having gone through two or three weeks' hard road work, the rider will have worked off a good portion of superfluous matter, and improved both limbs and wind. This will put him in good condition for touring, also serve as a ground plan from which to build up for a road race. Remember—plenty to eat and all the sleep that can be had.

TIPS TO TOURISTS.

A tourist should acquaint himself thoroughly with his wheel before the start. Know how to take off the pedals, bar, saddle, sprocket, chain, cranks, wheels; how to adjust the bearings so there



will be no side play and yet will not bind; how to adjust rear wheel in fork; how to loosen or tighten chain and just how your tire is repaired. When you find you have saddle adjusted so as to fit you, file a very small notch in the saddle post just at top of frame so if post is changed you will know just where it should be placed. Speaking of saddles—try them till you get one that is comfortable. A saddle one man will swear by another will swear at. In case of severe saddle soreness a piece of cotton batten quilted or "tacked" in the seat of the pants will generally prove a great relief. This can be done so as not to appear baggy.

A pocket drinking cup is handy, but, better still, provide yourself with a piece of small rubber tubing about two feet in length, for use in drinking out of springs, "old oaken buckets" and the like.

A cyclometer is not a necessity, but a good one is a source of considerable satisfaction. It is interesting to notice how a farmer's "'bout mile'n half to Grubtown" is usually recorded by this instrument as being from three to five great long hungry miles.

Heavy soled shoes should be worn. For reasons best known to ourselves, walking is at times indulged in. This is particularly the case where the red X marks appear on the map. The Emerson bicycle shoe is especially well adapted for touring purposes.

Riders who prespire freely will often find it a relief to tie a handkerchief lightly around the forehead on a hot day, to prevent the sweat from getting in the eyes causing them to smart and burn.

Carry half dozen rubber bands. They make very convenient luggage carriers, don't slip off or become untied.

Don't carry anything on a tour that is not absolutely needed. If in doubt about some article better leave it at home.

Take your Kodak along; you will never regret having a camera with you.

A roll of medium sized copper wire is oftentimes invaluable. It can be used in place of a lost nut by wrapping around the threaded end of a bolt; it answers the purpose of tire tape in a pinch; can be used in wrapping a broken rim, frame or handle bar.

A couple of wire nails may come in handy to replace a broken chain rivet. See that the nails are of the right size for this purpose.

An extra pedal pin takes up but little room, and might save a whole lot of one-legged work.

Carry a piece of rubber hose or tubing about three inches in length and just large enough to fit snugly over your valve stem. If your pump gives out, this hose can be used as a connection for attaching some other fellow's pump, and so inflating your tire, or, vice versa, your pump can be made to help him out likewise.

To test a valve, procure a small bottle, fill with water, and after turning wheel so valve will be at the top, insert valve stem in neck of bottle. If stem leaks, air bubbles will be seen escaping through the water in the bottle.

A good brake is like good insurance. If you do have to take advantage of it, you will conclude a brake is a mighty good investment.

Map out your route beforehand. It is not necessary to figure the different day's runs down very fine. Simply plan them in a general way. If you are not a novice at road work, but used to taking an occasional century, and are in condition, you can average 70 miles daily over good roads. If time is no special object, then 40 to 50 miles will give you more chance to take in the scenery, and loaf



Acknowledged Leaders.

wherever you may desire, and as a rule this will be found more satisfactory as well as beneficial than covering a lot of ground each day.

Every tourist should consult his own tastes as to what will be carried, but cut your luggage down to the smallest possible amount. There are several carriers' or touring grips made for tourists' uses. About the best are made to fit inside the frame, and will hold all that is really necessary. If you do strap anything to the handle bars, provide yourself with a piece of good rubber cloth about a yard square, and wrap up whatever is carried in this manner. The rubber cloth protects such a bundle from both dust and rain.

A rubber tobacco pouch, circular in shape, is a very good thing to carry money in. It is not affected by perspiration. One and two dollar bills make very convenient form of change, as they are not heavy, and yet can be changed almost everywhere in the country. Some clothing should be carried, as it will be found very comfortable after a long and hot ride, or in case you are caught in a rain. Stockings, knickerbockers, light flannel shirt or sweater and underwear should be carried in your "grip." If you want to feel comfortable, wear nothing but union underwear, as the ordinary style drawers are apt to work down and bind the hips. Keep your luggage with you at all times; don't ship it ahead expecting to get it at some point on your route.

Be sure and carry a COMPLETE REPAIR KIT FOR PUNCTURES. Have plenty of rubber mending solution.

In taking a rub down, rub the legs from the feet up towards the body in preference to rubbing from the body to the feet. This is a greater assistance to the circulation as it drives the blood from the veins to the heart.

Keep a log of your trip showing ground covered each day. towns passed through, and any interesting incidents desired. There are several handy books got up for the purpose.

A strong and serviceable toe clip can be easily made by fastening a piece of rubber covered electric light wire across each pedal from outside to inside of frame bent up over the pedal in a half circle so toe can be slipped under the wires. This will enable you to pull up on rear pedal while pushing down on forward one, and so make a material gain of power, to be applied in hill climbing. By means of this contrivance it is easy to back pedal hard enough to slide the rear wheel.

ADJUSTMENTS.

Adjustment of saddle should be such as to bring the rider almost, though not quite, over his work. In this position it is easier to carry the weight on the pedals in passing over rough places. Have saddle low enough so center of foot, (just in front of the heel) can rest firmly on pedal when it is at the lowest point.

Handle bars should be low enough to throw a portion, not much, of the weight on the hands, thus distributing the weight of the body between five points—grips, pedals and saddle. This position throws the body slightly forward enabling the rider to get down to his work better, reduces the air resistance and lessens the tendency to saddle soreness by a more even distribution of the weight as stated. Whatever bend there may be should be at the hips and *not* in the shoulders.



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If saddle breaks roll up your coat and fasten securely to top bar of frame and as near saddle post as possible. Use this as a pad to sit on, it beats walking.

Should frame break close to a joint or forging, take your wrench, open the jaws wide enough to clamp the unbroken part and snug against the broken tubing, then lash this broken piece as tightly as possible to handle of wrench by means of your wire.



W. L. KRIETENSTEIN, VICE-CONSUL.

If one side of handle bar breaks get a stick about sixteen inches in length and lash to the unbroken portion of the bar so one end of stick will project far enough over to one side of the head to take place of broken part.

If rim splits partly or wholly deflate the tire as may be needed, draw rim together and bind with tire tape or copper wire. If the split has followed the line of nipples so it cannot be trued enough to ride, notice what portion of rim binds in the fork, then run about four lengths of your wire around tire and rim and down to the *opposite* hub so as to pull rim over to that side and away from the line where it rubs against fork, fasten wires either in spoke holes of this hub or in angle where spokes cross and are tied

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"Bad roads are up hill all the way." "The depth of mud affects the price of bread."



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Index to Towns.

Explanation:—The names of all towns shown on the map are arranged alphabetically. The first figure following name of town indicates on what section it is located. The letter and figure following are to be compared with those on the section. At right angles to the letter and figure will be found the town desired.

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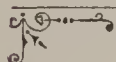


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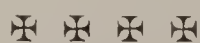
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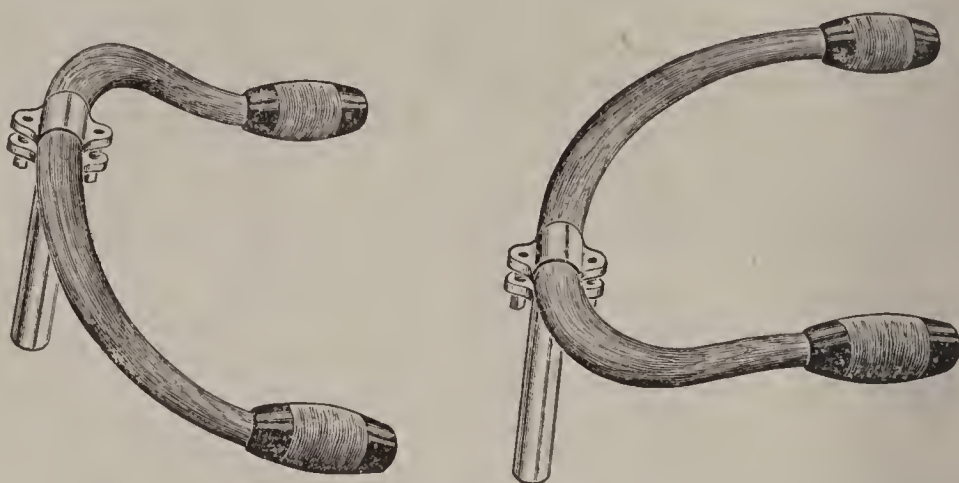
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The irritating chap that rides everybody's wheel,

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Northern Indiana.

EXPLANATION.

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DIRT ROADS, Broken Red Lines.

HILLS, Red X Mark.

Red figures at end of road locates same road on next section of map.

To locate any given town refer to alphabetical list in book. The first figure following name denotes section of map; the letter and figure following gives location of town.

COMPILER'S NOTE.

There are many hills in the State that are not marked—not having been reported by assistant compilers. The southern part of the State (Section 5.) being all hilly we did not put in any x marks.







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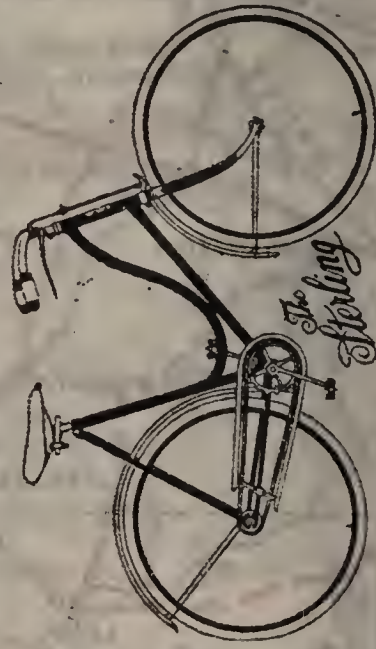
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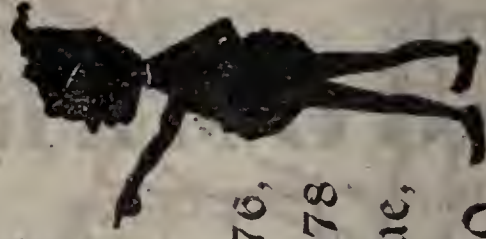
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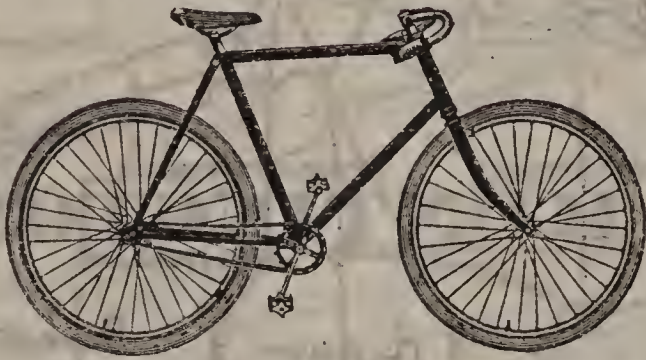
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F

G

H

I

J

SECTION 2.

NORTHERN *Central Indiana.*

EXPLANATION.

GRAVEL ROADS, designated by Red Lines.

DIRT ROADS, Broken Red Lines.

HILLS, Red X Mark.

Red figures at end of road locates same road on next section of map.

To locate any given town refer to alphabetical list in book. The first figure following name denotes section of map; the letter and figure following gives location of town.

COMPILER'S NOTE.

There are many hills in the State that are not marked—not having been reported by assistant compilers. The southern part of the State (Section 5.) being all hilly we did not put in any x marks.

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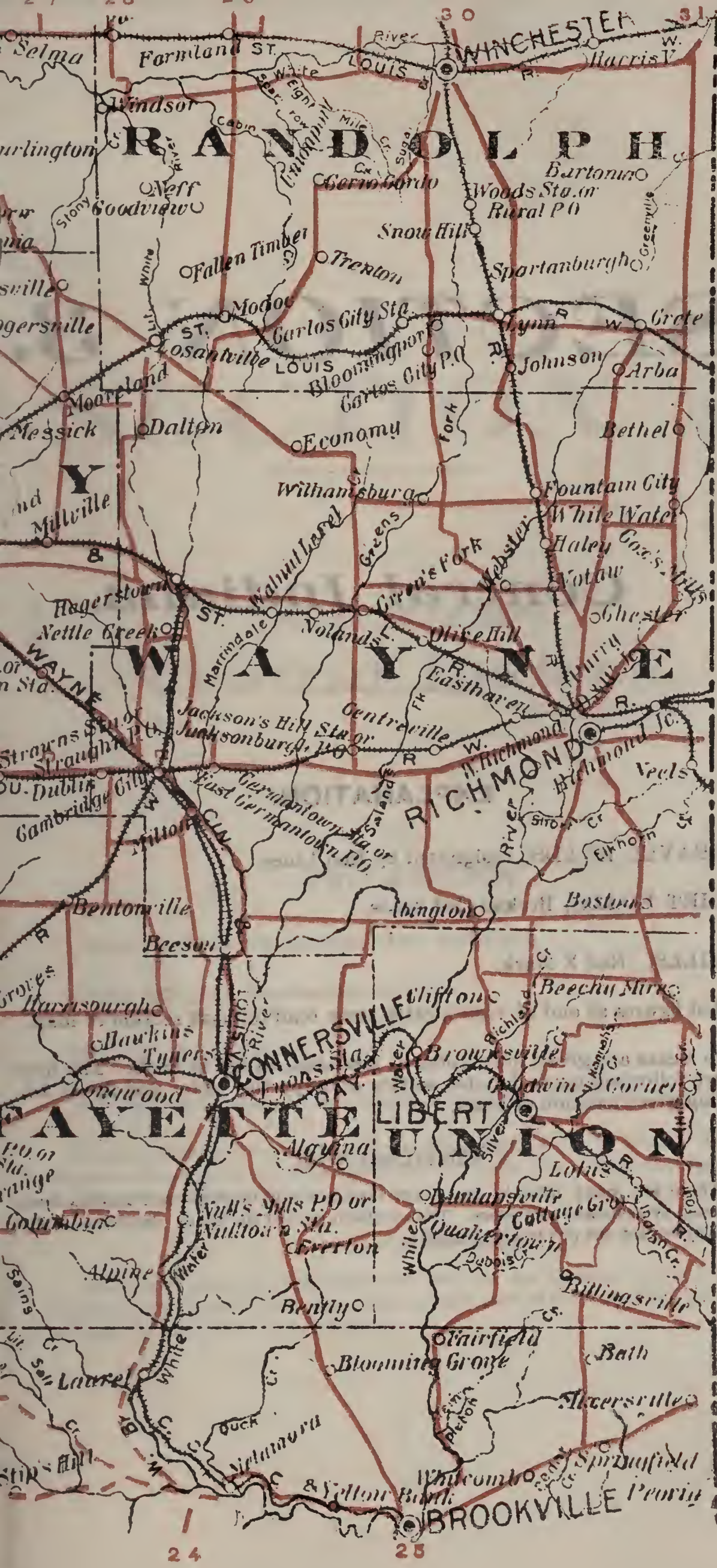


The extra \$30.00 you would
pay the other fellow goes for
somebody's name plate---You
can't afford that can you?



Bicycle Department = = Basement.

PETTIS DRY GOODS CO.



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SECTION 3.

Central Indiana.

EXPLANATION.

GRAVEL ROADS, designated by Red Lines.

DIRT ROADS, Broken Red Lines.

HILLS, Red X Mark.

Red figures at end of road locates same road on next section of map.

To locate any given town refer to alphabetical list in book. The first figure following name denotes section of map; the letter and figure following gives location of town.

COMPILER'S NOTE.

There are many hills in the State that are not marked—not having been reported by assistant compilers. The southern part of the State (Section 5.) being all hilly we did not put in any x marks.

SECTION 4.

SOUTHERN Central Indiana.

EXPLANATION.

GRAVEL ROADS, designated by Red Lines.

DIRT ROADS, Broken Red Lines.

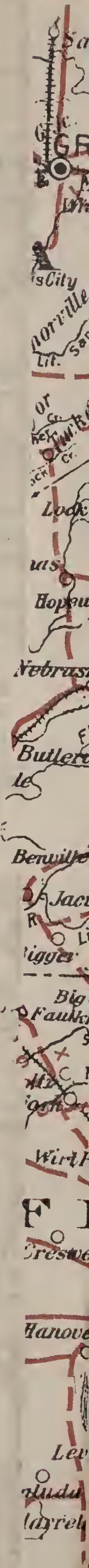
HILLS, Red X Mark.

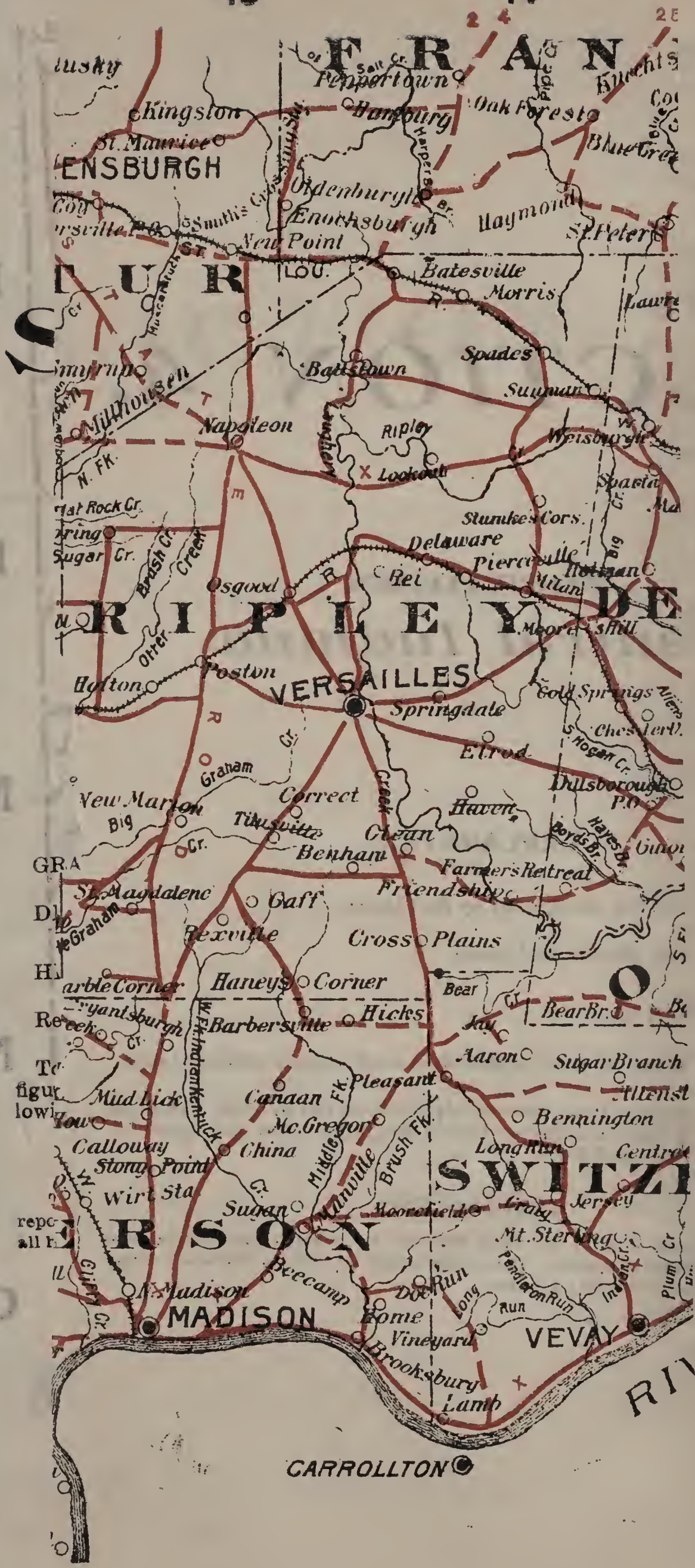
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And they are
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“Better than Ever”

and absolutely the Best Bicycle on the Market.

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General Excellence, Mechanical
Perfection, Correct Design, The Best
Material, Dust-proof Bearings, One
Piece Crank and Crank Axle, and
everything that makes riding a pleas-
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THERE ARE NONE
Prices BETTER.

\$60 Peoria Rubber
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Why Pay————

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Road King, Road Queen,
Duke, Duchess,
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With an established reputation
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Ladies' Bicycle Legging, all colors, 9 buttons.....47c
Ladies' Worsted Bicycle Sweaters, fancy colors..\$2.85
Men's All-Wool Sweaters, all colors.89c up
Boy's All Wool Sweaters, Sailor Collars, all colors..75c up
Men's Heavy Cotton Black Bicycle Hose.....25c
Men's All Wool Golf and Bicycle Hose.....59c to \$1.25

Full Line of Bicycle Caps, all prices.

The Star Store
194 & 196 WEST WASHINGTON ST.

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The workmanship is unexcelled.

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*Enameling, four coats, unsurpassed for its
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Equipment the best and guarantee absolute.

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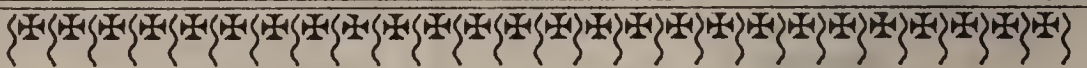
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FOR INDIANA ROADS, RIDE THEM.



We sell the best riders of Indiana.

They hold the 1-4 Championship

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Championship of the City

of Indianapolis. S.S.

Being

made here in

your own State, why

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Our line of Cycle Sundries is by far the Finest

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—MANUFACTURERS OF THE—

Wonderful Lindsay

High=Geared

Fast Wheels.

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—LESS POWER AND MORE SPEED—

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Makers of the Highest Grade Wheel
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Rooms 25, 50, 75 and \$1.00 per Day

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Large Touring Parties should engage rooms in advance.

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It is endorsed by all wearers
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PRICE: Low Cut, \$3.00
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